

New-York

VOL. XXXV....NO. 10,837.

WASHINGTON.

IS THE ARMY TOO LARGE?
THE NEW HOUSE EVIDENTLY THINKS SO—PROBABILITIES OF THE SKELETON ESTABLISHMENT BEING FURTHER REDUCED.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.]

WASHINGTON, Dec. 23.—Talk with influential Democratic Representatives leads to the conclusion that the Army is doomed to a reduction to 15,000 men, with a corresponding and perhaps greater reduction in the number of line and staff officers. The appropriations for the military establishment for the current fiscal year are \$28,554,897 79, and the estimates for next year amount to \$33,697,178 50. These sums are exclusive of the expenses of the War Department proper, for which \$1,219,237 was appropriated this year, and \$1,240,568 asked for next year. To these should be added \$427,165 appropriated for armories and arsenals this year (the estimates for next year are \$917,218); \$815,000 for fortifications and works of defense (estimates for next year, \$2,044,000); \$42,500 for buildings at the Military Academy (estimates for next year, \$89,000); buildings under the Quartermaster-General for which no appropriation was made this year, but for which next year's estimate is \$500,000; construction and repair of military telegraphs, \$88,000 (estimates for next year, \$45,000); surveys for military defenses, \$30,000 (estimates for next year, \$50,000); expenses of military convicts, \$10,000 (estimate for next year same amount); publication of the official records of the Rebellion, \$50,000 (estimate for next year same amount); support of Leavenworth Military Prison, \$61,688 15 (no appropriation for this year); support of National Home for Disabled Volunteer Soldiers, \$898,733 44 (no appropriation for this year); and permanent appropriations under the War Department, \$625,000 (estimates for next year, \$510,000). This makes the entire cost of the military establishment, War Department, &c., this year, exclusive of geographical surveys and improvements of rivers and harbors, conducted by officers of the army, the enormous sum of \$31,891,889 79, and the amount asked for next year is \$40,143,885 65.

By a reduction of the army to 15,000 men, and a corresponding or greater reduction in the number of officers, a saving of about \$4,500,000 can be made in the pay and traveling and general expenses of the army, and nearly \$1,000,000 more in the cost of subsistence. Carrying out the same ratio, the cost of the Quartermaster's Department ought to be reduced \$2,000,000, and the cost of clothing \$500,000. No appropriation will probably be made for the armament of fortifications, thus saving \$75,000 (the amount asked for next year is \$1,250,000), and the appropriations made for 1876, for which no estimates for next year are made, amount to \$223,917 79. This would reduce the cost of the military establishment proper about \$8,300,000, or to about \$20,000,000, instead of \$28,500,000, which is its cost for the present fiscal year. The expenses of the War Department, I am sure, will be reduced to \$1,000,000, and the following items will either be struck out altogether or very materially reduced: Armories and arsenals, costing this year \$127,165; fortifications, \$815,000; surveys for military defenses, \$30,000; buildings at the Military Academy, &c., &c.

There may be some opposition to a further reduction of what is already a skeleton of an army; but the fact that the Government has had troops enough to keep many companies, and sometimes whole regiments, in the South during political campaigns, will be pointed to as proof that 10,000 men can yet be spared, and the army still be large enough for all necessary uses.

APPOINTMENTS.

SPECIAL POST-OFFICE AGENTS REAPPOINTED.

WASHINGTON, Dec. 23.—The Postmaster-General to-day reappointed the following special agents of the Post-Office Department, whose commissions expire on the 31st inst:

George H. Bangs and H. P. Woodward, Superintendents of the Railway Post Office Service, postmasters at Washington, D. C.

Assistant Superintendents—Thos. P. Cheney, Superintendents at Boston, Mass.; R. C. Jackson, New-York City; L. M. Terrell, Atlanta, Ga.; W. M. Moore, and M. J. Dunn, St. Louis, Mo.; C. J. French, Cincinnati; Jas. E. White, Chicago; W. L. Hunt, St. Louis; J. A. Merriam, San Francisco, Cal.; W. B. Thompson, Hudson, Mich.

On Mail-Depredations—B. E. Sharpe, New-York City; T. H. Dinsmore, and U. P. Hawley, Chicago, Ill.; W. H. Bigelow, Augusta, Me.; S. D. G. Bell, Louisville, Ky.; H. C. Hopkins, Lancaster, Penn.; Amos E. Fisher, W. W. Schuhart, and E. E. Boyd, St. Louis; W. W. Hart, Fort Wayne, Ind.; W. H. C. Clegg, Cleveland, Ohio; Charles Adams, Denver, Col.; J. R. Jolley, New Orleans, La.; F. Kanan, Des Moines, Ia.; T. J. Williams, Mankato, Minn.; Geo. L. Seybold, Omaha, Neb.; Eugene Lewis, and Z. L. Thorne, Salt Lake City; and C. C. Chapman, Portland, Ore.; Field, Boston, Mass.; W. P. Edgerton, Little Rock, Ark.; John Frey, Atlanta, Ga.; J. B. Furay, Omaha, Neb.; D. B. Parker, Newark, N. J.; E. B. Peterkin, Isaac Myers, and W. E. Hemphill, Baltimore, Md.; W. W. Wood, City, Oregon; J. M. Crowell, Atchison, Kan.; C. E. Henry, Post-Station, Ohio; J. McDonalds, Elgin, Ill.; J. B. Mimis, Newmarket, Tenn.; T. P. Ellerhouse, Wheeling West Va.; J. E. Stewart, Toledo, Ohio; James L. White, and W. H. Smith, Cincinnati, Ohio.

Geo. A. Wilson, Springfield, Mass.; Samuel S. Smith, New-York City; Samuel A. Wilson, Washington, D. C.

Money-Order Service—J. S. Beards, Bloomington, Ill.; Joseph E. Hayes, Middletown, Penn.; Edward H. Ward, M. L. Lewis, and W. W. Small, Washington, D. C.; Thos. B. Long, Salisbury, N. C.

The appointments are made for one year from the 1st of January. The two Superintendents receive each \$2,500 per annum and \$5 for subsistence. All other special agents of the Department are paid \$1,000 per annum, together with an allowance for subsistence ranging from \$3 to \$5 per day, according to the importance of their assignments. They have also the privilege of free transportation over any railroad, steamboat, or stage line that performs mail service.

WASHINGTON NOTES.

WASHINGTON, Thursday, Dec. 23, 1875. The Commissioner of Internal Revenue has written an official letter, claiming the right to prescribe the quantity of malt that, for purposes of taxation, be regarded as equivalent to a barrel of beer. He, however, informed Representative Page to-day, in regard to the California brewers, who present a case based on the peculiar requirements of their climate, he would hold himself in readiness to modify the existing rule if they could by affidavits show that it is universally found in California that more than 85 pounds of malt are required to make a barrel of beer.

Speaker Kerr left for Philadelphia this morning, where he will remain until after the Christmas holidays.

J. W. L. Bates, formerly Deputy Sergeant-at-Arms of the House of Representatives, has been appointed Special Agent of the Bureau, vice Col. G. W. Seaton, whose term has been terminated by Superintendent of the Census of New-York.

The District Commissioners will endeavor, soon after the holiday recess, to secure a permanent appropriation for the payment of the annual interest on the 3.65 bonds. The second installment of interest will be due in February next. The January interest on all other District securities has been provided for, and will be promptly paid.

Attorney General Pierrepont says there is no truth in the reports that the President is in favor of pardoning Joyce, who was recently convicted at St. Louis of complicity in the whisky frauds.

RAILWAY NEWS.

REDUCED FREIGHT RATES.

PHILADELPHIA, Dec. 23.—The following are the reduced freight rates from Philadelphia, which went into effect on the Pennsylvania Central Railroad to-day: To Chicago—First class, 27 cents; second class, 23 cents; third class, 18 cents; fourth class, 15 cents; fifth class, 14 cents. To St. Louis—First class, 38 cents; second class, 32 cents; third class, 26 cents; fourth class, 26 cents; fifth class, 21 cents. To Cincinnati—First class, 27 cents; second class, 23 cents; third class, 18 cents; fourth class, 15 cents; fifth class, 14 cents. To New-York—First class, 38 cents; second class, 32 cents; third class, 26 cents; fourth class, 26 cents; fifth class, 21 cents. To Boston—First class, 27 cents; second class, 23 cents; third class, 18 cents; fourth class, 15 cents; fifth class, 14 cents. The reduction is about 50 per cent.

REPUDIATION NOT ALLOWED.

ST. PAUL, Dec. 23.—This afternoon in the United States Circuit Court, before Judge Dillon, a verdict was rendered against Thomas Simpson of Winona, for the full amount claimed in the suit of the Green Bay and Minnesota Railroad Company against the citizens of Winona. This suit is one of a class involving \$35,000 against citizens of Winona who subscribed bonds in



NEW-YORK, FRIDAY, DECEMBER 24, 1875.

Tribune.

PRICE FOUR CENTS.

TRADE ALLIES.

NEW-YORK MERCHANTS AND TRUNK LINES, WORKING FOR A BETTER UNDERSTANDING BETWEEN RAILROADS AND BUSINESS MEN—A WEIGHTY CONFERENCE AT THE GRAND CENTRAL DEPOT—RAILWAY MANAGERS AND LEADERS OF TRADE IN ACCORD—FREIGHT RATES.

A meeting of prominent merchants in various branches of business was held on Dec. 8, at the Chamber of Commerce, to take some action toward securing a readjustment of freight rates by the great trunk lines to the West, and toward abolishing discriminations in favor of Boston. A committee was appointed to meet the representatives of the trunk lines, and an interview was appointed for 10 a. m. yesterday, at the Grand Central Depot.

In the meantime the New-York Central, Erie, and Pennsylvania Railroads reduced the rates from 75 cents to 30 cents a hundred for first-class freight to Chicago, thus temporarily removing the cause of grievance. Nevertheless, the interview was held yesterday. The members of the merchants' delegation were W. E. Dodge, A. A. Low, B. G. Arnold, Samuel D. Babcock, H. B. Claffin, E. S. Jaffray, George W. Lane, J. W. DeCastro, J. C. Haye, Mayer, Josiah M. Fish, Theodore Roosevelt, W. T. Garner, Charles S. Smith, Oliver Harriman, F. W. J. Hurst, Andrew Bartow, J. H. Peters, Gustav Schwab, Charles Wall, Charles C. Dodge, and a few other prominent merchants. Of railroads men there were present W. H. Vanderbilt, J. H. Butter, general freight agent of the New-York Central, and Chauncey M. Depew.

W. E. Dodge addressed Mr. Vanderbilt substantially as follows:

"Allow me, Mr. Vanderbilt, in introducing to you this delegation of New-York merchants, to say that, as representatives of the mercantile community of this city, we have been bitterly much exercised at the position we have occupied for obtaining the advantages of the trunk lines, and that we have been more favored cities. This meeting was called before the reduction of rates by the trunk lines a few days ago, and while we are not to-day to thank you for the reduction, we are to thank you for the sympathy which we are in with railroad competition runners to the companies, and think it would be better for us if the railroads could agree and adhere to rates which would insure to them a fair profit, and give creditable results. The merchants of New York have shown a proper spirit when roads have sought terminal facilities here, and, in the bargain, have rather looked to see how much could be gotten out of the road. A different spirit has always been manifested in the other cities, and we are in the same position. We ask that rates shall be reasonable and just as between our city, Boston, Baltimore, and Philadelphia. It is true that there has never been a proper understanding between the railroads and the merchants of New York and the great trunk lines centering in this city."

"At the same time, we ask that rates shall not discriminate against New-York, and that they shall be reasonable and just as between our city, Boston, Baltimore, and Philadelphia. It is true that there has never been a proper understanding between the railroads and the merchants of New York and the great trunk lines centering in this city."

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